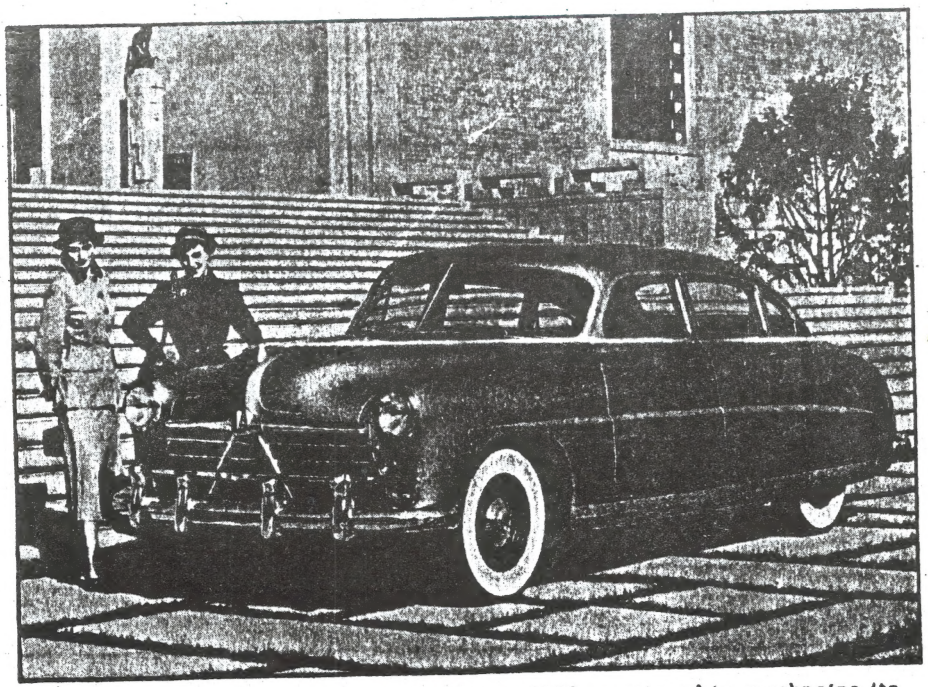
THE N.Z. TRIANGLE

"Dedicated to preserving the great cars built by Hudson"

Issue No. 137. March-April 1988.



1950 HUDSON Pacemaker Sedan--Hudson in 1950 continued to emphasize its unique "Step-Down" design and Monobilt construction. This low-priced Pacemaker sedan was only 201.5 inches in overall length and was built on a 119-inch wheelbase. Horsepower of the six-cylinder engine was 112.

Registered at Post Office Headquarters, Wellington as a Magazine

RESIDENT'S REPORT

What a great meeting place the Pukekohe Swap Meet is!! I think it is the only time when I see a large number of our Members doing something they really enjoy and the thought went through my mind that next year, perhaps we could organise ourselves a Tent Site and bring all our spare parts etc. to one point.

We could roster the stall for one hour spells and this way we would have all the parts in one place and each Member would have to be on duty for one hour only which would leave most of the day to look around elsewhere. Also, if we stand our Club sign outside, we will get an amusing set of reactions and comments from the passing public. Anyway, I think the idea has some merit and would ask the various Members to give it some thought and if they feel inclined, they could express their views per medium of the Triangle.

On the Sunday, we had a good line-up of Essex cars (where are all the Hudsons and Terraplanes?) and I believe for the first time we actually out-numbered the Model A Fords! A special "Thank you" to those Members who made the effort to bring their cars along and these were much admired and photographed. Of course, being at the start of the line-up they were in their rightful place!

Speaking of rightful places, how many of you have noticed Reg Austin's 1929 Hudson in the new batch of T.V. adverts for Toyota? Fancy a Jap. car having the nerve to think it is in the same class as a Hudson product. At about the same time as the above advert appeared, there was a T.V. film with "heaps" of Hudsons and Essexes cruising round the streets - real good stuff.

I am pleased to report that all the Hudson and Essex cars in the Waikato are running well and I have it on very good authority that our Area will soon be graced with the presence of a green Hudson at the Sapphire Springs for our weekend there on 19th - 20th March. Just to cheer up some Members who have problems with their cars, while at Pukekohe we stayed with the owner of a 1937 Ford V8 who had recently had his motor "given the treatment" and yes, even the faithful old Vee Eights cause their owners to utter some nasty curses.

On a finishing note, many people who do not belong to our Club, but somehow manage to read the N.Z. Triangle, express delight at the quality and useful information that the magazine contains. This shows up our Club to advantage, thanks to the many hours that our Editor, Colin Taylor puts in to each issue. If any Member has any technical information that you have found useful in your restoration or problems that you have overcome, please drop a note to Colin with the details so that these can be published in the Triangle.

Yours Essexly
Ron Tuck

SECRETARY'S NOTES

Greetings once more from the Manawatu. The past couple of months really seem to have flown, but I guess there has been quite a lot to do.

On the local scene Bruce Leask has been making steady progress on his Essex, while Bob Clark has changed the colour of his car. Unfortunately Bob is still plagued by motor troubles with a lot of time put in on an anchor! Bob claims that if his latest attempt fails his will be the first Dodge powered Essex!

The 1916 Hudson is progressing very slowly with a bit of behind the scenes swearing, however suitable 24" wheels and rims have been found, though some alterations are necessary, Dick has also recently added a '28 Essex to his stable.

Two rallies attended by the 'locals' in recent months were the Wanganui 'Burma' run back in January, and just a couple of weeks ago the Taupo Branch 21st Birthday Rally. Haycocks in the Essex and ourselves in the Hudson upheld the Manawatu side and the Nilsons motored down from Pio Pio. Peter and Shelley Blow were there but not in the Essex and non-member Norm Dewhurst was in his Essex. A very enjoyable if slow run through some forestry roads fortunately just before Cyclone Bola struck. However a very crowded meal that evening was made memorable by the Hudson proving its worth and taking the prize for 1st Vintage and 2nd overall.

While in Taupo Mark and I saw new member Brent Sandbrook, his '29 Essex has an unusual adaption to the oil pump. It basically consisted of a second Essex pump being mounted below the original with the oil being piped direct through the crankcase to the front and rear main bearings. It was very well done and we hope to learn more about it.

Finally the Club received some correspondence regarding Personalised Number Plates. They're very nice but also very expensive at just over $300.00 a set. I have some application forms if interested.

Well that is about all, poor Colin has been tearing his hair out again waiting for me to do some work, so if the magazine is late it is probably my fault!

Hudsonly yours

Karen Spackman.

Closing Date for adverts.etc. in the next issue of the Triangle will be Saturday 14th. May.

FROM THE EDITOR'S DESK

Occasionally I have been asked "What is the closing date for adverts or articles for the next issue of the Triangle?" As far as I am aware, there never has been a deadline, but I think it would be a good idea as most other Clubs work on a definite date, such as Beaded Wheels, which is the 10th of the preceding month.

In the case of the Triangle, I try to get all the material collected around the middle of one month, have the typing done, photo-copied to 80% of A4 paper size and then I can arrange the various articles to see if I have enough space to accomodate everything. Sometimes an important article arrives in the mail after I have almost completed the script for the printer and I have to start again which is time consuming.

My programme is to endeavour to have the magazine in the mail around the end of one month or early in the following month. For instance, if we had a deadline of 15 March, then I would have a fortnight to have the printing done, the magazines wrapped and delivered to the Post Office by the end of March or early April, but this issue may be a bit later. I propose to include in each issue the closing date for the next issue.

Yours Essexly

Colin Taylor.

"I'd say this was the model for you, Sir! I mean — well, your wife does seem at home with the back seat drive."

WHO SAID ESSEX CARS ARE NO GOOD?

I have done over 10,000 miles in the last two years in my 1930 Essex Coupe, with very few problems. Perhaps I should "touch wood" in case my luck changes!

I have had a spot of trouble with the vacuum tank plus a minor fuel blockage, I have re-lined the brakes and taken a link out of the timing chain, but this is the only maintenance required apart from an oil change and grease up every 1,000 miles. I even got my first puncture the other day and this was due to the condition of the rear tyres which I had worn out in 10,500 miles.

There is the occasional remark made about the Skoda pistons plus a few looks of amazement I receive when I mix a quantity of Super Two Stroke Oil with the petrol when I fill the tank. One person even had the cheek to ask me, "Is she a two stroke, Mate?", to which I replied "Like Bloody Hell."

Yours Essexly

Jack Nilson

WOODEN SHIELDS

I have had two requests for the supply of New Zealand Native Timber Shields, as shown at the last A.G.M. for the three trophies which I donated to the Club.

As there may be other interested members, I have approached the manufacturer who has agreed to supply direct to H-E-T members at $18.50 each and this price includes G.S.T. and postage. These shields are ideal for mounting the H-E-T perspex plaques on, the plaques being available from Ron Tuck or Karen Spackman. Be sure to use double sided adhesive tape - not glue, to attach the perspex to the shield. The shield size is 9½" high and 8" wide (225mm x 200mm).

Please send orders (with your cheque) direct to me at this address:-

J.A. HART, 79 Devon Road, WANGANUI

STOP PRESS from Karen Spackman.

CLUB PLAQUES in form of Radiator Emblem in Clear Perspex. Coloured Design. $7-00 each. Order with a Sweat Shirt and save postage:

H-E-T SWAP MEET

Having now got your attention, please read on!

At the last AGM, held last year at Sanson, I was "volunteered" to be your Auckland Area Organiser, so, on 31st January last, I organised a meeting at Cornwall Park, reference to which was made in the Nov-Dec issue of the Triangle. On the day, we had the grand total of four cars turn up, namely "The Three Musketeers" plus Colin Taylor, which is not bad for an Auckland membership of 30.

Perhaps there are a lot of un-restored H-E-T & NASH cars out there, so I will have another "get together" for all those members who do not have mobile vehicles. There will be a Garage H-E-T Swap Meet at the North Shore Albany Club Rooms on Sunday 1st May at 10.30am. I have purposely used the word "Garage" becuase I know that you are all going to bring your surplus "Goodies" and my memory goes back a couple of years when I organised a similar function where lots of members turned up, but who brought all the surplus material? Only the "Three Musketeers."

If you have a restored car or are in the process of restoring one, then you must have surplus bits and pieces. It's as simple as that and don't expect everyone else to bring it. It does not have to be a trailer load, just a few cardboard boxes would be appreciated, but please do not come empty handed.

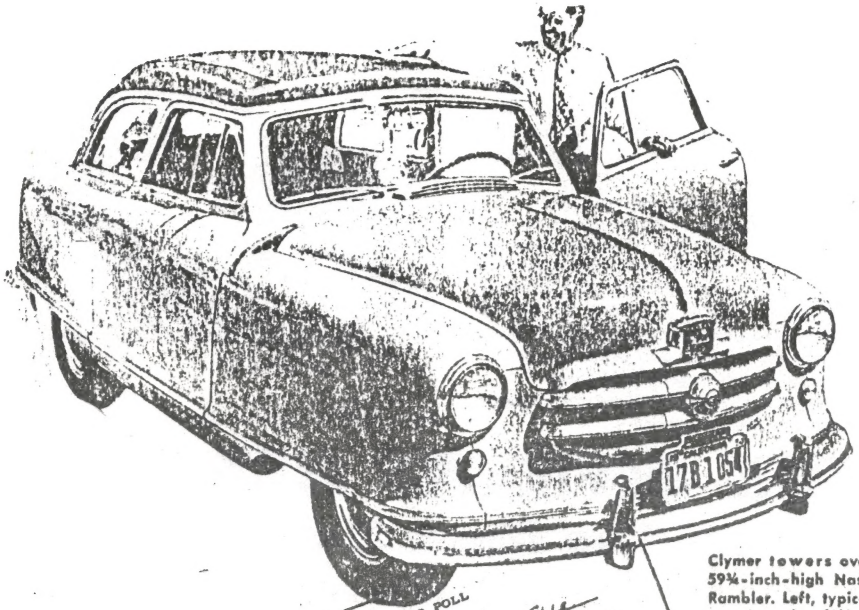
Do you know who does good chrome plating, makes wooden spokes, re-corks clutches, re-conditions brake drums, does good castings etc? Maybe does a bit of panel beating for other members? Perhaps you can get tyres cheap or upholstery material? Come along then and share this information with the rest of us, perhaps you may find the solution to some of your own problems. I hope we have a good turn out from the Auckland members and we usually get members from out of town, so hopefully there will be plenty of "Goodies" to rummage through.

I shall be bringing some "New-Old Stock" items such as Marvel carbs, timing chains, vacuum tanks, head gaskets, pistons and valves. See you there!

Yours Essexly

Chris Taylor, 20 Cheam Place, Pakuranga, Auckland
Phone 563 221

P.S. HANDY HINT: I recently had a problem with the starter motor brushes in my other vintage car (no names) and could not obtain these from any of the local auto-electrical firms. However, Morganite Carbon, N.Z. Ltd at No 66 The Mall in Onehunga were very helpful and made them specially for me so if you have any problems, give them a call.



Clymer towers over 59¾-inch-high Nash Rambler. Left, typical questionnaire filled out in nationwide survey conducted by PM

THE POPULAR MECHANICS MOTOR POLL
as conducted by Floyd Clymer

I am the owner of a 1950 Nash Rambler. Body Style 5021 Convertible
Overdrive? ☒ No ☐ Yes Have owned it about 6 months. Mileage is now 9771 miles.
My approximate gas mileage in the city is 27 MPG. Country driving 30 MPG.
Do you have to use premium gasoline to eliminate knocking? No Do you change or add oil?
If you add oil, about how many miles do you drive before adding one quart? Can't keep it in
How does the car handle on the road? EXCELLENTLY
How about maneuverability? EXCELLENT
What is your opinion of the 100 inch wheelbase? ADEQUATE
Do you have good passing pickup at cruising speed? Very Good
Do you have sufficient curb and road clearance? Yes
What features about the car do you like? PICKUP, VISIBILITY, MANEUVE-
Rability, Comfort, Economy, and APPEARANCE
Do you like the Nash Airflyte construction? VERY MUCH
Do you dislike about the car? LACK of TRUNK SPACE
What do you like about the car? Yes If so, how many? one
Have you ever owned a Nash car before? Yes Do you secure good dealer service? VERY
Would you buy another Nash car? Yes ☒ Excellent ☐ Good ☐ Average ☐ Poor.
How would you rate the Rambler?

GENERAL INFORMATION

What type of engine would you prefer in your car of the future? ☐ In-line ☒ V-type
Cylinders: 4, 6 or 8 8 Valves: ☐ Side. ☒ Overhead.
Automatic Transmission? Yes If so, what type do you prefer? Hydra-Matic
Do you like the new low pressure super-cushion tires? No How much more? 4 lbs.
Do you carry recommended pressure? No If more pressure, how much?
You are under no obligation and your reply will be held in strict confidence.

PLEASE MAIL PROMPTLY TO:
FLOYD CLYMER
1268 So. Alvarado Street
Los Angeles 6, California

My name is [redacted]
Address [redacted]
City and State Raleigh, N.C.
(Use other side for additional remarks if you wish.)

The true test of an automobile begins when the owner takes the wheel. To find out what the owners think, Popular Mechanics asked Floyd Clymer to make a survey of 1000 drivers and report their findings to you.

Floyd Clymer grew up with the automobile. At the age of 11 he was a dealer for Reo, Maxwell and Cadillac cars at Berthoud, Colo. In the years since, he has conducted hundreds of tests and surveys of all makes and is regarded as one of the world's foremost automotive authorities, having written and published some 60 books in the automobile field.

Here is his report of the first Popular Mechanics Motor Survey—

THE OWNERS REPORT
on The Nash Rambler

By Floyd Clymer

WHO IS THE BEST JUDGE of a car? Is it the engineers who sweated it out on a drawing board and helped build it? Or is it the test drivers who have watched its growing pains and driven it thousands of miles on the company track? Or the expert who takes the car out for a few miles on the road?

These were the questions that bounced back and forth in a recent editorial conference at *Popular Mechanics* offices in Chicago. As a so-called expert I had been invited to attend the conference.

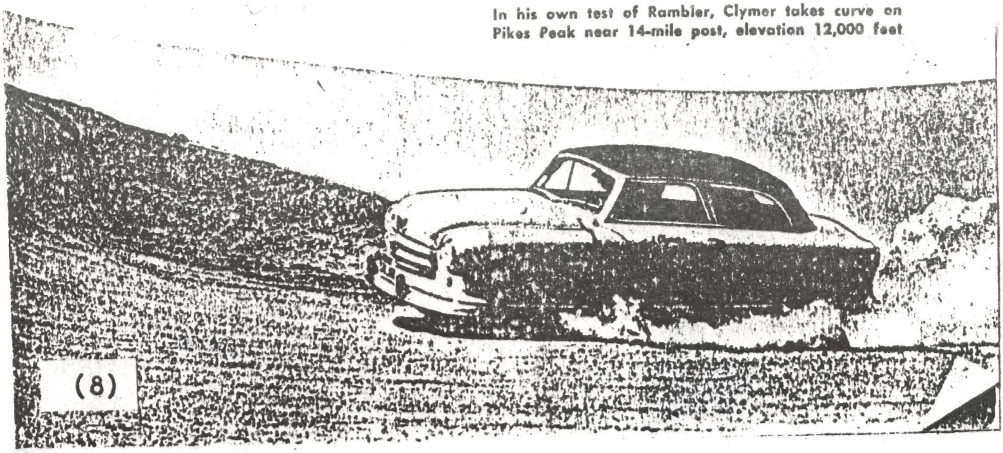
The engineers and test drivers were voted down as prejudiced. The expert—just about here is where I took a beating at the conference. I had happened to mention that I had picked up a new Nash Rambler in Kenosha, Wis., and was en route to my home in Los Angeles. For years I have tested new cars and written more books than I care to remember on the subject of automobiles.

"This little Nash is a pretty sweet car," I told them, "and I wouldn't mind doing an article for you on the test."

The editors gave me assorted disparaging looks and one of them spoke for the group: "That would be just one man's opinion and we wouldn't be interested. The woods are full of automotive experts and their opinions after driving a car a few hundred miles. What we would be interested in is a real survey by the people who really know the answers—the men and women who own and drive the cars day after day under all conditions."

"That would really tell the story," I agreed, "but what a whale of a job—polling hundreds of owners."

In his own test of Rambler, Clymer takes curve on Pikes Peak near 14-mile post, elevation 12,000 feet



RESULTS OF THE POPULAR MECHANICS SURVEY OF NASH RAMBLER OWNERS

(Percentages From Poll)

Owners who bought overdrive.....36%
Average gasoline mileage (in country).....27.4 m.p.g.
Average gasoline mileage (in city).....23.5 m.p.g.
Owners using regular gas.....85%
Owners who change oil.....79%
Average mileage for change of oil.....1660
Owners who add oil.....21%
Average mileage for adding oil.....990
Owners who like 100-inch wheelbase....93%
Owners satisfied with road and curb clearance.....95%
Approve of Airflyte (body and chassis welded into one unit) construction....97%

BEST LIKED FEATURES

Maneuverability.....92%
Economy.....61%
Acceleration.....58%
Style.....46%
Seating comfort.....36%
Convertible feature.....28%
(These percentages are based on the fact that some owners commented on more than one feature)

RATING OF CAR

Excellent.....60%
Good.....29%
Average.....10%
Poor..... 1%

GENERAL INFORMATION

Prefer in-line engine.....75%
Prefer V-8 engine.....25%
Prefer six cylinders.....69%
Prefer eight cylinders.....29%
Prefer four cylinders..... 2%
Prefer automatic transmission.....49%
Prefer Hydra-Matic.....49%
(The above figure is 49% of the 49% preferring automatic transmissions)
Prefer makes other than Hydra-Matic....40%
Undecided about automatic transmissions.....11%
Owners who like low-pressure tires.....79%
Previous Nash owners.....28%
Will buy another Nash.....85%
Might buy another Nash.....13%
Will not buy another Nash..... 2%
Dealer service good.....76%
Dealer service average.....19%
Dealer service poor..... 5%
Most disliked features—small trunk space, radio

Well, it was a whale of a job, but the results are so satisfying it was well worth it. We learned a great deal more from the survey than I did from my trip west via Pikes Peak. In fact, I think we learned more about the car than the engineers at Nash could come up with themselves. We polled 1000 Rambler owners in 20 states. We discovered that 93 percent of the owners like the new 100-inch wheelbase and many other things that a prospective buyer or the public in general would like to know. Incidentally, it looks like short cars have a bright future.

Generally, the poll reports were star-studded with such remarks as this: "Wonderful car." "Every feature is perfect." "What do I like about it? Everything in general." "The Rambler is the only car we plan owning from now on." "No rattles, good motor, certainly good all-around car." "Smooth and easy to steer." "Seems to have plenty of power and I especially like all the accessories built in." "The Nash Airflyte construction is excellent. I have had a bad accident in this car; the heavy car that hit me is junk while the Nash held up very well."

An owner from Raleigh, N. C., wrote: "This automobile has been a source of a great deal of pleasant surprise to me. I am willing to be quoted as recommending this car unreservedly." (The mileage on his car was 9991 miles at the time of the survey.)

The survey wasn't all

bouquets either. There were brickbats here and there, and some so-called left-handed compliments like the man from Clear Lake, Iowa, who wrote at the conclusion of a long gripe about a howl in the rear end of the car: "Maybe I've a lemon, but it's still a fine car. (Speedometer shows 5800 miles.) I believe the Nash engineers are due much credit for the driving and riding qualities they've put into this short and light auto."

One thing the Rambler owners agree upon from coast to coast: Gas mileage of the car is tops. According to the polls the average gas mileage in the city is 23.5 miles per gallon and in the country 27.4 miles per gallon. Incidentally, 85 percent of the owners use regular gas and only 15 percent premium gas. Seventy-nine percent reported that they change oil at an average mileage of 1660 and the other 21 percent seldom change, adding oil at an average 990 miles.

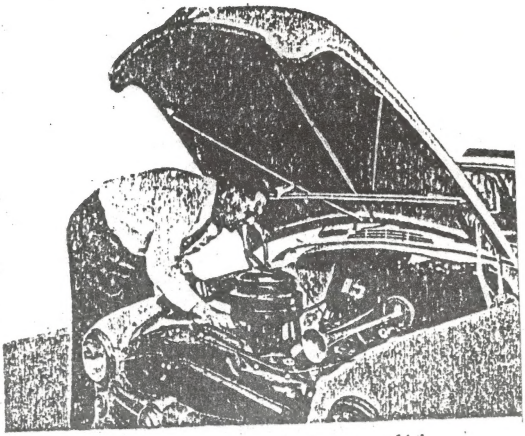
The owners were loud (an understatement in some cases) in their disapproval of the small trunk and the radio. A man from De Soto, Mo., praised the car highly until he came to the line after the question "What do you dislike about the car?" He wrote: "I like everything about it except the small trunk, did I say trunk?"

In answer to the question "What features about the car do you like?" exactly 92 percent said maneuverability; 61 percent, economy; 58 percent, acceleration; 46 percent, style; 36 percent, seating comfort; 28 percent, convertible feature. (These figures are computed on more than one feature listed per owner to the question.) Sixty percent rated the Rambler generally as excellent, 29 percent said good, 10 percent said average and 1 percent said poor.

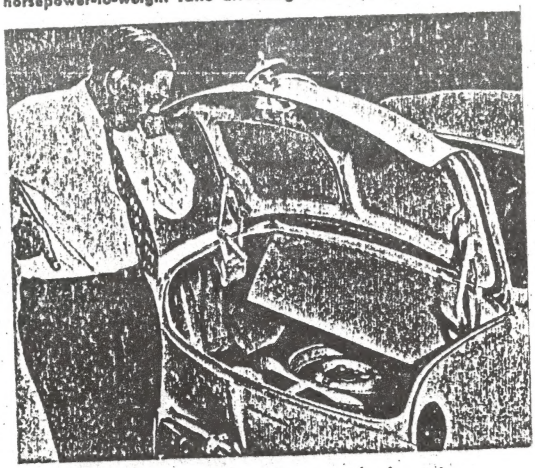
The Nash Airflyte construction (body and chassis welded into one solid unit) got a rousing vote of approval—97 percent. A very high owner satisfaction is indicated when 85 percent said they would again buy a Nash car. Thirteen percent said possibly and only two percent said they would not. Among the total reporting there were 28 percent previous Nash owners.

A man in Indianapolis, Ind., who owns a heavy car, bought a Rambler as a second car. Here is what he has to say about the small car's roadability:

"I am tickled to death with it, and since buying it have driven my big car about 300 miles, as compared with 2000 for the Nash. We have taken a few week-end trips averaging 200 to 300 miles and find, in spite of the short wheelbase, we do not tire. In fact, I am inclined to believe that it is less strain on the driver than the



Rambler's power-packed L-head engine has a very high horsepower-to-weight ratio affording economy, speed



Small trunk space squeezed back by top mechanism got most kicks in owner survey. Below, Clymer (just one inch under six feet) demonstrates the Rambler's ample leg room and comfortable driving position for big man

1951 RAMBLER SPECIFICATIONS

ENGINE

6-cyl. "L" head. 3⅛-in. bore, 3¾-in. stroke. Displacement — 172.6 in. Brake H.P. — 82. Compression Ratio — 7.25:1. Transmission — 3-speed conventional. O.D. optional.

GENERAL

Weight—2480 lbs. Wheelbase—100 in. Tread—front 53½ in., rear 52 in. Height—59¾ in. Over-all Width — 73½ in. Length — 176 in. Tires — 5.90 x 15. Recommended Pressure — 24 lbs. Road Clearance — 7¾ in. Turning Radius — 18 ft. 6 in. Steering Wheel, lock to lock — 3½ turns. Steering Ratio — 20.4:1.

CAPACITIES

Oil, 5 qts. Water, 12 qts. Gasoline, 20 gal.

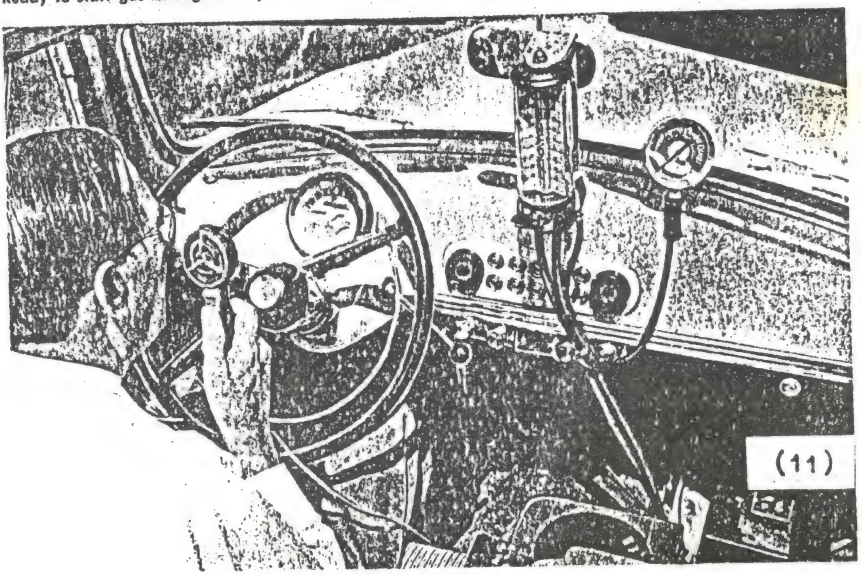
J. J. Gogola of Nash Motors explains push-button operation of top on sturdy side rails to Clymer at wheel

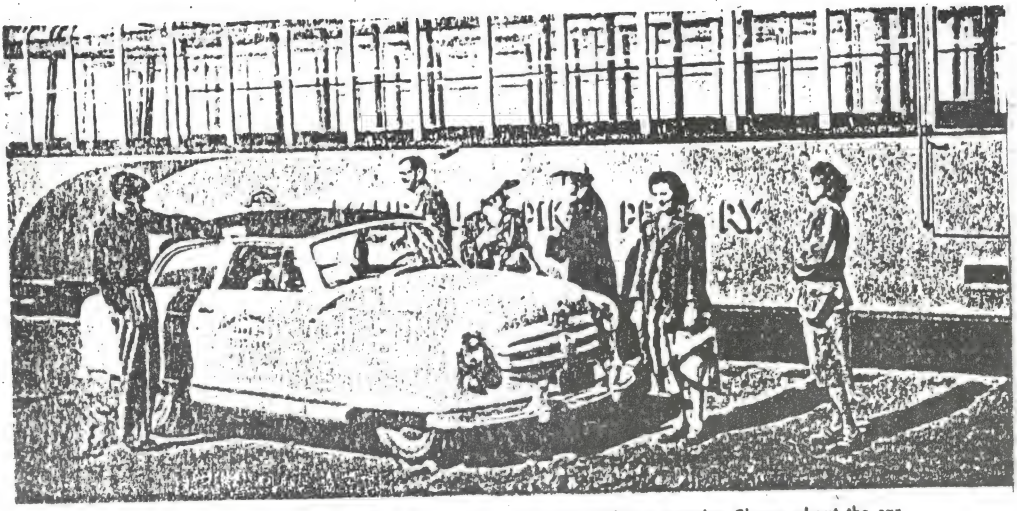
larger car. I never realized that riding qualities such as this car has could be built into the 100-inch wheelbase."

There were a number of complaints about the convertible-top mechanism and, surprisingly, many were tolerant, adding that Nash would undoubtedly try to improve the top. An owner in East Hartford, Conn., reported: "We have one of the first Ramblers sold and have had a noisy front end and bad top mechanism, but they have been replaced by the factory. The radio is lousy and supposed to be a custom job. We find we get the best gas mileage from 45 to 55 miles per hour. [I disagree—with overdrive my best gasoline mileage was 31.9 at a constant 30 miles per hour.] The trunk is too small to be of much use. Paint is very good. We can beat the pants off any car made in America at the stop light for the first block. The car can't be beat for city driving, except for the large turning radius which makes for not too easy parking." (He is mistaken about the latter. The Rambler parks easily and its turning radius is shorter than any U. S. car except the Henry J and Crosley.)

There was some difference of opinion on cruising speed. While some said "only fair" and "not too hot," others were high in their praise. (I agree with the latter.) A man from Fort Riley, Kans., reported: "The Rambler is plenty fast and easy to handle. I have had it on 100 miles per hour several

Ready to start gas-mileage survey with miles-per-gallon gauge, Clymer uses an Audograph recorder for notes





Cog-road passengers on the summit of Pikes Peak gather around Rambler to question Clymer about the car

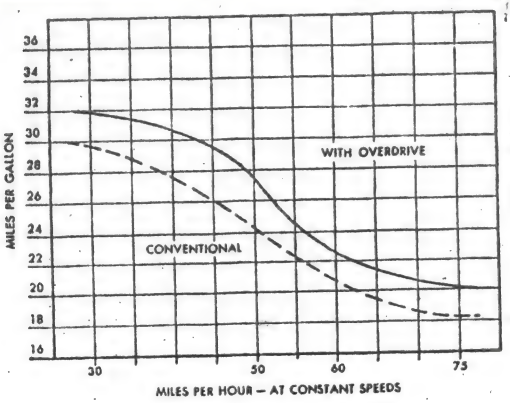
times. Plenty of pep, easy parking, easy driving on any kind of roads." A few thought the car too hard to get in and out of and several complained that the doors were too heavy (I agree). One owner said they were a menace to children. There were one or two kicks about vibration at high speeds, and one man in the thousand objected to the position of the battery.

On the humorous side, one owner was intrigued with the inside lighting of the car (electric!). One enthusiastic owner who could find no defects revealed that he had owned his car three months and driven the car 23 miles. Another reported that the emergency-brake handle went up his trouser leg every time he got in the car. A Californian wrote: "What I like is that I can easily push the car by hand with little effort, which means if I ever run out of gas on level road I can easily push it two or three miles without getting very tired." The car weighs 2480 pounds. Another said he liked the leg room and believed that a Rambler owner can put his legs in twice as many different positions as the driver of a Cadillac.

We were interested to learn that 75 percent of the Rambler drivers want in-line engines in their cars of the future; that 69 percent want six-cylinder engines, 29 percent want eight and only 2 percent want four; only 49 percent want automatic transmissions and that 79 percent like the new low-pressure tires although 39 percent overinflate them an average of 3.03 lbs. per tire.

(Continued to page 258)

CLYMER'S ECONOMY TEST OF THE RAMBLER



Miles Per Gallon	O.D.	Conv.
At constant 30 m.p.h.	31.90	29.75
At constant 50 m.p.h.	27.45	24.30
At constant 60 m.p.h.	22.40	20.75
At constant 75 m.p.h.	20.12	18.10

Mileage After Car Was Broken In	
Climbing Pikes Peak (mostly second and low gear)	11.40
Pikes Peak, Colo., to Gallup, N. Mex. through Rocky Mountains, over Continental Divide	22.90
Gallup to Los Angeles	26.45

The Owners Report on the Nash Rambler

(Continued from page 145)

I was particularly interested to match my own opinions and test against the survey. I put the Rambler through its paces under all sorts of conditions between Kenosha and Los Angeles. This included a stop in Colorado to climb Pikes Peak. I climbed the Peak in 21 minutes, 11 seconds, from the race-day starting point (elevation 7500 feet) to the rocky top which is 14,109 feet high. The distance by speedometer was 12.1 miles. There are more than 150 curves and sharp hairpin turns and the steepness of the climb required use of second and low gears most of the way. The highway is excellent but it is a long steady climb of over 6000 feet. High gear could be used for less than a mile.

Two days were spent on the Peak making many tests, including descending the mountain in neutral. I consider this the most severe test to which brakes can be subjected. The early automobile stages up the mountain cooled their brakes with water dripping from small tanks onto the brake drums during the descent. The Rambler brakes are excellent; they not only withstood this severe test, but needed no adjustment even on arrival in Los Angeles, where the test ended.

The power of the car was amazing to me. I've driven many cars up Pikes Peak and none performed better than the Rambler. Its short wheelbase is a distinct advantage on sharp curves. It handles extremely well over rough spots and controls easily in a skid. Few cars make the journey without adding water but on three nonstop trips to the summit the Rambler needed no water whatever.

After the Peak test, I headed west across the Rockies for Los Angeles. In New Mexico I ran into a severe cross wind and dust storm which lasted nearly all day. Surely here was a test for a light car traveling at high speed! The Rambler handled exceptionally well and there is a feeling of safety in driving this car, even at speeds of 90 miles per hour (and the Rambler will do that and more with the overdrive, by the speedometer.)

It cruises nicely at 80 miles per hour with 75 percent throttle after reaching 80. It definitely is a fast road car and it stood up to punishment mile after mile at high speeds. The reason for excellent acceleration and speed is the Nash "600" six-cylinder 82-horsepower engine originally designed for a car weighing 650 pounds more than the Rambler. The overdrive is a fine feature and I would recommend it for anyone doing much country driving. The car used very little oil and the heat indicator showed near normal even in the heat of the desert. My gasoline mileage was extremely economical and it seemed to me that I must have saved at least a dollar every time I refueled as compared with larger cars. My mileage results at various speeds appear elsewhere in this survey.

As for comfort: Three can ride with ease in the front seat. The car has ample leg room for my 5-foot 11-inch body. The foam-rubber cushions give an excellent ride. The hood is quite wide and, looking over it, the car does not appear smaller than many full-size cars.

The heater is good and so is the vision. I agree with the owners' survey report that the radio could be improved and that the door operation appears heavier than necessary. There is no gainsaying that the trunk space is small on the convertible models. This is because much of the space is used to house the top mechanism. What price convertibles!

I ran into a severe rainstorm in Arizona and, believe it or not, not a drop of water leaked into the car—something I can't say for all postwar cars I've tested. The top mechanism is unique. Personally, I don't care for a convertible, but the Rambler design is excellent. Press a button and the top operates back and forth on a track. The door and body sides are permanent and they do offer some protection in case of accident.

Balance and stability of the car are good. A slight choppiness in the rear is the only noticeable evidence of its short wheelbase.

From my personal test, I would rate the Rambler as a first-quality light car.

POPULAR MECHANICS

LASSIFIED ADVERTISEMENTS

ANTED — Electric fuel gauge sender unit suitable to fit to the tank of a 1929 Hudson.
Contact Brett Rossiter, P O Box 13074 Hamilton, Phone 56 774.

ANTED — For 1929 Essex, 11 tooth pinion and 47 tooth crown wheel. Could swap parts to suit.
Contact R E Mackley, 15 Alpine View Lane, Christchurch 9. Phone 830 213.

ANTED — To complete the restoration of my 1937 Nash 400, Series 3718, I require the following parts:- Petrol tank, rear tail lamp, interior and exterior door handles, clock for glove box, plus 5 only wheels or rims. It is just possible that the wheels may be interchangeable with those from a car of a different make. If any member can assist with any of these parts or can advise where I may be able to procure same, I would appreciate if he would contact me at this address.
Ray Treanor, 284 Otumoetai Road, Tauranga.

'OR SALE — Brand new head gasket to suit 1933 Terraplane. Price $25.00. Also, I have For Sale, 19 inch and 20 inch split rims in excellent condition.
Contact Chris Taylor, 20 Cheam Place, Pakuranga, Auckland. Phone 563 221.

WANTED — I require a clutch plate for my 1935 Hudson Eight. Any 10 inch plate from 1934 to 1954 will do. My Hudson had no plate when I bought it and if I can't get one, I will have to resort to using a Terraplane 6 flywheel, clutch plate and pressure plates.
Contact Chris Rowe, 94 Farquhars Road, Christchurch 6. Phone CHCH 527 597 collect.

FOR SALE — I have For Sale the following rims etc.:- One only 24 inch split rim, heavy duty, with two ribs on inner side. One only 21 inch split rim, smooth inner side. Four only 21 inch Hudson split rims, all priced at $20.00 each. Also, I have a 20 inch Essex wheel complete with tyre, also priced at $20.00 and finally two only 20 inch Hudson wooden spoked front wheels (spokes in fair condition) which are FREE for removal.
Contact Jim Glass, 7 Morrissey Street Hawera. Phone 87 426

FOR SALE Two only 1937 Nash 400 series Coupes, both un-restored but complete and one car has had extensive body repairs carried out. Also, a 1937 Nash 400 series Sedan, un-restored but complete. Offers of around $2,500.00 each would be considered. Contact Jim Taylor, No 11 R.D., Makarewa, Invercargill.

FOR SALE Jack Nilson advises that he has a miscellany of spare parts available as listed below but the list is too numerous to included prices, so he suggests that any member who is interested, to phone him for details and he is open to offers.
For 1927 Essex, a Stewart carburretor Model 25, Timing chain adjusters and housings plus an oil pump. For 1929 Essex, Timing chain adjusters and housings, oil pump, manifold brackets (3) rear bumpers complete, generators, starter motors, front and rear wheels, instrument panel (no gauges) cam followers (2 sizes), 6 pistons and rods (2 11/16"), 2 tyres 4-75 x 19.

WANTED Tie rod ends or known substitutes for 1930 Essex. Contact Jack Nilson, Mangaotaki R.D., Pio Pio. Phone (0813) 78 687.

WANTED Two exterior and two interior door handles for 1929 Essex. Contact Tony Sculpher, 30 Glamorgan Ave Tamatea, Napier.

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SANSON.

WELCOME TO NEW MEMBERS

A very hearty welcome is extended to the following new members and we sincerely hope they will call on the "Know How" and experience of Club members, should they have any problems with their vehicles or the restoration of same.

Keith G Bedogni 5 Williams Road Hobsonville AUCKLAND	Make of vehicle not known
David W Campbell P O Box 94 GREYMOUTH	1923 Essex Tourer
Gilbert & Andrea Dallow 16 Thorness Street CHRISTCHURCH 6	1936 Terraplane Sedan (Restored) 1954 Hudson Jet Sedan (Drivable)
Murray Poynton 1B Brown Street UPPER HUTT	No vehicle yet, interested in 1927 Essex.
Brent & Catherine Sandbrook 70a Tonga Street TAUPO	1929 Essex Sedan (original)
Colin Stuart 11 Kenneth Avenue WHITIANGA	1966 Rambler Classic

FOR SALE. (Late entry).

1928 Essex Super Six, two door sedan, fully restored, immaculate paintwork and upholstery, also many spares. Price $12,000-00 or near offer. Contact Tony Lythgoe, 28 McHardy St., Havelock North. Phone (070)66308 during working hours.

"DEDICATED TO PRESERVING THE GREAT CARS BUILT BY HUDSON & NASH"

UNLEADED PETROL - A LAYMAN'S VIEW

by Geoff Clark

Much has been bandied about recently regarding the harmful effects or otherwise of using unleaded petrol, particularly in vintage cars, and I want to specifically take a look at the question with regard to our own Hudson, Essex, and Terraplane vehicles.

The article in the last issue of the N.Z. Triangle was very interesting, but I feel that in many respects it is inapplicable to our particular cars, as it was directed specifically to "big banger" high compression V8 engines which were tested at over 4000 revs. These engines have much bigger valves, and therefore also much stronger springs and valve seat pressure than any H.E.T. engine, particularly the older ones.

Hudson Motor Car Company's policy was to make their engines so that they would run on the lowest grade gasoline which the motorist could buy. Hudson engines were all side valve, and long stroke slow revving units, and therefore had very good fuel swirl characteristics in the compression chamber, more particularly in the mid-rev range (1500-3000 r.p.m.), and all H.E.T. cars are used mostly in this range.

The article also stated that one should always seek out the highest octane possible. No so. Octane rating has no bearing directly on the heat potential of the fuel, but on the speed at which it burns. Higher octane fuel can be used in high compression engines because it does not "explode" ahead of the spark, but burns at a controlled rate progressively as the piston travels downwards. "Pinking" is caused by such an explosion in the combustion chamber.

Valve problems became prevalent after the introduction of 96 Octane petrol in New Zealand in 1960. The previous petrol had been about 79 octane, and at the same time as premium fuel was introduced, the so called "regular" fuel was boosted to 89 octane. Now, of course, the unleaded is 91 octane. The only way I could get my Essex to stop burning valves after 1960 was to build up the valve heads with "Stellite." This led to wear of the valve seats at 60,000 miles, and was attributed to the hardness of the "Stellite." So then the valves were built up with "Brightray", which I understand is a form of stainless steel, which has the heat resistant qualities of "Stellite", but is softer, thus does not pound the seat. I have not had any burnt valves in my Essex, or my '29 Hudson, or my '54 Jet since then, and the Essex has done over 200,000 miles since then.

Why did the valves burn beforehand then? The only reason which I can surmise is that because of the higher octane in a low compression engine, the slower burning rate meant that it was still burning as the exhaust valve opened. Another problem since then has been a build-up on the valve stems, which has been attributed to the lead, and leads to

sticky valves when the engine is warm, but only shows up after about 50,000 miles.

So, what is the answer for our cars? Personally I don't believe there will be any problem, and you probably will not need to undertake any expensive modifications immediately. Most cars have by now had the valves built up. Since 1934 all Hudson engines have had a high chrome content in the cylinder blocks, and the valve seats are extremely hard already. Earlier engines are not so hard, but they do not have heavy valve springs either so there should not be any problem here. An Essex six is turning at 2870 R.P.M. at 45 M.P.H., well under the 4400 mentioned in the article. I believe that there is just as much likelihood of valve failure by running on leaded 96 octane, as there will be running on unleaded 91. If you want to lower the octane rating of unleaded to something around the level which prevailed in the 20's and 30's, then add 2 litres of diesel when you fill the tank. I have done this, and it makes no difference to the performance or starting of either the Essex or Hudson Super Six. There is a slight oiliness noticeable around the carburettor, and a very light trace of blue smoke upon starting. This must give a bit of lubrication to the inlet valve stem.

One point you will notice when running on unleaded is that there will be slightly rougher running during warm-up, and the exhaust pipe will no longer be white. Even in the A.A. tests of unleaded fuel they have noted an emission of black smoke when cold. I don't know why the difference, but my Essex always had a nice greyish-white exhaust pipe, but now is always black, though there is no difference in fuel consumption, so it apparently is a characteristic of this fuel.

One other point to remember is that when Essexes were first built the fuel was unleaded, and they were not renowned for valve problems. I have experimented with water injection for many years, and the only conclusion I have been able to come up with is that it does indeed use water! Apart from that I have not noted any difference in carbon, valves, fuel consumption, or performance. What did happen was that one night it siphoned half a gallon of water into the carburettor when the diaphragm ruptured. Otherwise I think they are a bit of a gimmick, or else they may have been of something of a benefit on a real high compression motor. The compression of the early Essex was about 4.7:1, the '29 was 5.5:1, and from then on they gradually increased to 6.5:1 in 1947, and to 7.5:1 in 1954. In various years there were optional high compression heads available which required "premium" grade petrol, but even our regular grade is now higher than premium was 30 years ago.

One thing you can do is open the exhaust tappet up to .010" on pre-1930 models, and to .012" on Terraplanes and other '30's models. This will have the effect of delaying the opening of the valve a little, but I guess any results would be negligible. If you can hear the tappets after this,

:hen they are too wide, and should be closed up until they :annot be heard, a thou at a time. This must be done when the engine is hot of course.

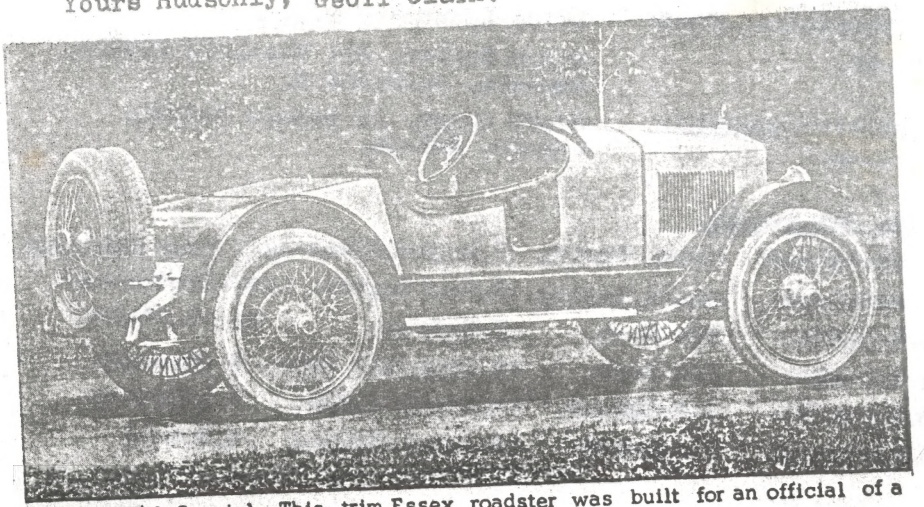
As a final note, I am prepared to be the guinea pig, and run my Essex exclusively on unleaded, and report from time to time on any effects. The engine was reconditioned about 15,000 miles ago, and is fitted with stainless valves, but the seats have not been touched. The compression ratio is still standard, and I am using the original Stewart carburettor.

An afterthought - if you are converting your engine to shell bearings, then there is no reason you cannot shave both the block and head to give a combined 1/8" extra compression, and take advantage of the higher octane available today. The camshaft could be ground to Terraplane specs even in your '20's Essex, to give a much better breathing capability.

Please understand that the foregoing observations are by no means the result of scientific investigations, but merely the outcome of many years of motoring H.E.T. cars. I probably still do more miles in my Essex than anyone else in the world. Whilst at the American National H.E.T. Meet, they presented one member with an award for restoring his Hudson Super Six and driving it for over 100,000 miles. I felt like asking for three awards as I have done 320,000 miles in my Essex, but felt it would not be diplomatic to do so! I still use the Essex each week, but not anywhere as much as I used to when I was on the road with my job all the time.

Well, I have rattled on for long enough. If anyone has any technical problem please share them with us so we can all learn from your experience.

Yours Hudsonly, Geoff Clark.



1919 ESSEX Special--This trim Essex roadster was built for an official of a Hudson Motor Car Company supplier firm.

THE NEW ZEALAND TRIANGLE is published by the N.Z. HUDSON-ESSEX-TERRAPLANE CLUB (Inc. NASH-RAMBLER), and mailed to all FINANCIAL MEMBERS. Extra copies are available from the Editor. To join the Club, send $10-00 to the Secretary-Treasurer at the address listed below.

This magazine can be produced only with the help and co-operation of all Members, in supplying to the Editor, articles on the restoration of their cars, various technic, notes and other items of general interest to Members, so, participation of all Members is absolutely essential to enable the Club to maintain the high standard of the Club magazine, the 'Triangle'.

This is important now that we have included Nash and Rambler owners to be eligible for Club membership. Photos, in Black and White only, are especially required, and all material is returned on request.

Advertisements are inserted free of charge to Financial Members only. FOR SALE items must include the PRICE OF EACH ITEM, otherwise the advertisement will not be printed.

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